Proposed Street Characteristics

This plan calls for new street dimensions and geometry. Although all streets are seen as multipurpose, a primary function is envisioned for each street in the plan area as follows:

ROW	Desired BMC function
NW 56th St.	Commercial street with primary parking potential
NW 57th St.	***Urban residential**** street, primary thorough connection
NW 58th St.	***Urban residential**** 'edge' street
20th Ave. NW	Auto/Bicycle connection to Central/NE neighborhoods
22nd Ave. NW	Primary pedestrian connection to NW Market St.
24th Ave. NW	Auto/transit connection to Loyal Heights & NW neighborhoods

** NC3/R modified to allow ground related residential use: see 'Buildings' section*

Two way streets are recommended throughout the plan area to maximize flexibility and vehicular circulation. All streets and avenues in the plan area are 66' wide except 24th Ave. NW which is 100' 24th Avenue NW is not recommended for reconfiguration. A consistent cross section dimension is also proposed for both the north-south avenues and east-west streets with minor deviations that respond to respective goals for pedestrian activity, connectivity and green space.

A consistent design that features simple yet quality materials will help create continuity in the plan area.

Sidewalks

A continuousnine foot wide sidewalk is recommended adjacent all new development. The minimum and recommended construction standard is for reinforced, uncolored, four inch thick concrete, scored in two by two foot rectangular panels, orthogonal to the street, with the one foot band adjacent the parcel edge. The concrete should be lightly broom finished, perpendicular to the direction of the sidewalk, less than one half inch deep joints and no visible remaining edge tool marks. The one foot band adjacent the parcel edge may be finished at the discretion of the adjacent development design and is suggested as a tile art opportunity. Sidewalks should be thickened to six inches under driveways and at all edges, including planters, tree grates and curbs. This standard is easily matched to adjacent developments and repaired over time as required by utility reconstruction.

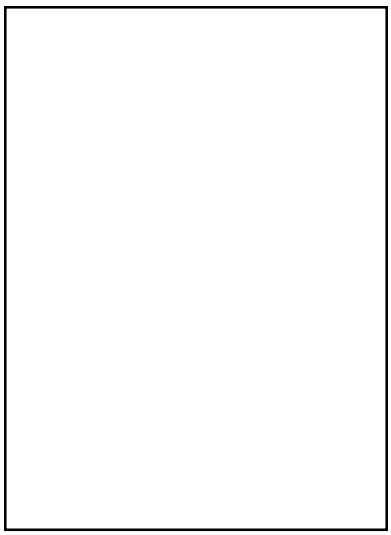
Planting strip/ furnishing zone

A continuous four foot wide planting strip and pedestrian furnishing zone is recommended adjacent the sidewalk. Planting areas for trees and/or tree grates must be a minimum of six foot in length. The four by six foot dimension is preferred over the five by five foot city standard to provide wider sidewalks and to emphasize the linearity of the street. Tree grates are recommended on avenues and adjacent retail storefronts. All other areas may substitute planting beds provide per requirements listed below. Areas between planters must be red, sand set, nominal size brick. Brick paving allows the flexibility to accommodate existing conditions, art opportunities, greater tree aeration, water permeability, as well as accepting sidewalk runoff. Paving sub base must be compacted to adequately to prevent sinking. Multiple variations of ‘red’ brick and patterns are allowed. The preferred pattern is a running bond parallel to the street.

Loading curbs

A continuous two foot wide auto passenger loading curb is recommended between the planting strip and roadway. The curbs should be standard concrete, constructed and finished consistent with the sidewalk with a six inch ‘curb’ score line. The curb is intended to maximize parallel parking options by allowing passengers to keep their feet dry adjacent planting strips or street tree. It also functions as an appropriate location for parking regulation signs and vehicular curb cuts.

Pedestrian crossings



An eight foot wide concrete pedestrian crosswalk with a brick stamp pattern is recommended at all corners of all street intersections. Crosswalks at mid-block pedestrian connections should be raised to sidewalk level to calm traffic by creating a 'speed hump'.

Curb bulbs

Curb bulbs are recommended at all intersections. The design should minimize size to maximize on street parking. Planting is not recommended at curb bulbs due high traffic and maintenance difficulties. Instead these are appropriate locations for fire hydrants, information kiosks, bike racks, newspaper vending machines and public art projects.

Curb radius

Radiuses should be 20' on 22nd Avenue NW and 25'on 20th & 24th Avenue NW per SeaTran standards for applicable street classifications. Truck access is anticipated to and from 20th & 24th Avenue NW and not turning onto 22nd Avenue NW.

Curb cuts

Curb cuts should only allowed on East/West streets and are strongly discouraged on north/south avenues since they interfere with pedestrian movement and development opportunities. Curb cuts should not exceed 20' in width and be limited to the extent feasible. Cuts shall be 1:4 slope to the sidewalk level which will function as 'speed bump' and fit within the two foot loading curb dimension.

On street parking

A seven foot wide striped parallel parking strip, either concrete or asphalt and per SeaTran standards is recommended. Parallel parking is recommended over angle parking due to right-of-way limitations for preferred two-way circulation and pedestrian improvements. Parallel parking also provides more flexibility to locate curb-cuts and a more efficient use of the ROW.

Roadway

11' wide vehicular travel lanes are recommended per SeaTran standards

Bus stop bulbs

A eight foot wide by 40’ long in-lane bus stops should be installed on 24th Avenue NW between NW 57th and 58th St. Bulb stops will increase transit speed and maximize on-street parking spaces.

Traffic Controls

Appropriate traffic control devices should be comprehensively installed to ensure a safe and attractive environment for pedestrians. Vehicular truck/ service access should only primarily from 20th and 24th Avenues to maintain 22nd Ave as the primary pedestrian connection. Suggested traffic control are listed below:

Control device	Location/Comments
Stop signs (4-way)	22nd/57th, 22nd/58th (remove traffic circle at 22nd/58th)
Stop lights (4-way)	22nd/56th, 20th/56th (relocate ext’g overhead lights to corner poles)
Pedestrian activated	24th/56th, 24th/58th, 20th/57th and 20th/58th
Marked crosswalks	Mid-block pedestrian connections w/ raised, patterned pavement; Unique lighting required at each curb ramp.